

SECRET

DATE : 2110Z 25 AUG 61

ROUTING			
1	4		
2	5		
3	6		

**PRIORITY**

PRIORITY

IN 16035

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

RMH

TOR: 2136Z 25 AUG 61

TO

PRITY

INFO

CITE

1930

REF

054 (IN 15973)

1. WITHOUT OUTBOARD RAM TUBES INSTALLED IT WILL BE POSSIBLE TO GET A LOW LEVEL LIGHT ON, DEPENDING ON THE RATE OF DESCENT. REMEMBERING PREVIOUS FOG PROBLEMS IN THIS REGARD, A SLOW RATE AT LOW THROTTLE SETTINGS WILL ALLOW THE PRESSURE IN THE WING TANKS TO DECAY QUITE RAPIDLY, WHICH IS REASON FOR RAM SCOOPS BEING INSTALLED.

2. WITH A GOOD AIR SUPPLY INTO THE TANK, AND FLYING STRAIGHT AND LEVEL, FUEL SHOULD FEED PROPERLY. THERE IS ALWAYS POSSIBILITY OF CONDENSATION IN THE TANKS FREEZING AND ICING THE VARIOUS FUEL COMPONENTS IN THE CLOSED POSITION.

3. IF MALFUNCTION OCCURS ON TEST FLIGHT, SUGGEST A YO-YO CHECK ASAP AFTER LANDING BEFORE THE ARTICLE HAS A CHANCE TO WARM UP. IF YO-YO CHECK INDICATES A MALFUNCTION, ALLOW ARTICLE TO WARM UP AND THEN RUN YO-YO AGAIN. IF IT SHOWS NO MALFUNCTION THE SECOND TIME THEN PROBABLE CAUSE IS ICE IN THE FUEL.

END OF MESSAGE